

WEEKLY NEWSLETTER NO. 48

July 26, 1957

On 3 July we shipped unit 55 to ^{25X1A6a} [REDACTED] which completes our shipments of new sextants to both customers. On 22 July we completed the overhaul of unit 11 and shipped it to the ^{25X1A6a} [REDACTED] Units 5 and 32 are in the process of being retrofitted at our plant and both should be shipped to ^{25X1A6a} [REDACTED] early next week.

Returned home 19 July having had an enjoyable and successful trip to the various project locations in this country. On 8 July ^{25X1A9a} [REDACTED] ^{25X1A9a} [REDACTED] and I visited ^{25X1A9a} [REDACTED] at his plant and ^{25X1A9a} [REDACTED] at the ^{25X1A6a} [REDACTED] Depot and found that they were both pleased with our end of the project. On Wednesday, 10 July, we visited Edwards Air Force Base and met with ^{25X1A9a} [REDACTED] Commanding Officer, and ^{25X1A9a} [REDACTED] Navigational Officer, who were pleased with all of our equipment and who were anxiously awaiting the delivery of our first computer. They, as well as ^{25X1A9a} [REDACTED] had some suggestions of how the computer and sextant could be tied together to give a direct position reading. Our engineering staff is now investigating the possibility of these suggestions. Saturday, July 13, we spent with Ed ^{25X1A9a} [REDACTED] at his factory and again found no problems. He was most happy with our Mark III handles, both with respect to performance and size. We also brought Ed up to date on the infrared project.

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Tuesday, July 23, I visited ^{25X1A6a} [REDACTED] and spent the day with our field representative ^{25X1A9a} [REDACTED]. John is now prepared to install the heated bubble in each of the sextants at his base. The only problem that he has encountered is the breakage of three roof mirrors since his arrival at the new base. Two of the mirrors appear to be broken by the pilots exerting too much force on the sextant pull knob. The third appeared as if the glue on the mirror had given way due to excessive heat and humidity. John is presently reinforcing the back of each mirror with sponge rubber and tape and with the aid of our sextant trainer has shown most of the pilots how the mirror is operated and where it is located in the article.

On 18 July I spent the day with ^{25X1A9a} [REDACTED] at ^{25X1A6a} [REDACTED] Air Force Base. We have now completed all our shipments to ^{25X1A6a} [REDACTED] with the exception of a set of prints. I advised Bill that heated bubble mod kits would be at his depot this week and he promised to expedite these as fast as possible to ^{25X1A9a} [REDACTED] ^{25X1A6a} [REDACTED].

Tuesday we shipped bubble mod kits to ^{25X1A6a} [REDACTED] for units 15, 21, 22, 31 and 36. Five bubble kits were also sent to ^{25X1A6a} [REDACTED] ^{25X1A9a} [REDACTED] with two earmarked for units 4 and 30 at Detachment A and 3 earmarked for units 16, 17 and 20 at Detachment C. Three bubble mod kits were sent ^{25X1A6a} via ^{25X1A9a} [REDACTED] during the week of 8 July which were forwarded to ^{25X1A9a} [REDACTED] at Detachment B so that he could complete the modification of all his units.

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Received letters dated 6 July and 19 July from [REDACTED]

Detachment A. He and Walt have been working together on the installation of the heated bubble in their units. They have completed three at
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Detachment B and two at Detachment A. [REDACTED] Detachment C

wrote on 18 July and reports that he too has begun the installation of heated bubbles. He also enclosed a long list of celestial shots taken at his detachment. The average circular error seems to be less than ten nautical miles.

Attached is the latest Equipment Status List as of 15 July.

Jack

25X1A9a
[REDACTED]